

**COMMENT SET 3: CALIFORNIA DEPARTMENT OF TRANSPORTATION**

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

ARNOLD SCHWARZENEGGER, Governor

**DEPARTMENT OF TRANSPORTATION**

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 Be energy efficient!*

September 21, 2006

SB-101-PM 24.8  
 SCH# 2004071075

Peter Strait, Project Manager  
 California State Lands Commission  
 100 Howe Avenue, Suite 100-South  
 Sacramento, CA 95825

**DRAFT ENVIRONMENTAL IMPACT REPORT – VENOCO ELLWOOD MARINE  
 TERMINAL LEASE RENEWAL PROJECT**

The California Department of Transportation (Caltrans), District 5, Development Review, has reviewed the above referenced documents and offers the following comments:

- |       |   |
|-------|---|
| DOT-1 | 1. (Ref. Section 3.3.2 – Page 3.9 - Truck Transportation Option: Description: Line 17-20) To capture the worst case scenario please indicate the amount of am and pm peak hour roundtrip truck trips transporting crude oil to Carpinteria under the permitted facility capacity of 13,000 Barrels Per Day.   |
| DOT-2 | 2. (Ref. Section 3.3.2 – Page 3.9 – Truck Transportation Option: Required Agency Approvals: Line 21-27) Since trucks transporting oil from the project would utilize State highway facilities please include Caltrans as part of the Required Agency Approvals.   |
| DOT-3 | 3. (Ref. Section 4.9 – Page 4.9-2 – Transportation and Circulation: Line 1-3) For State highway facilities LOS “D” is not the Caltrans’s LOS standard for a minimum acceptable Level Of Service. Caltrans endeavors to maintain a target LOS at the transition between LOS “C” and LOS “D” on State highway facilities.   |
| DOT-4 | 4. (Ref. Section 4.9 – Page 4.9-15 – Transportation and Circulation: Impact Discussion: Line 10-14) In cases where a State highway facility is already operating at an unacceptable LOS, any additional trips are considered a significant impact, and should be mitigated accordingly.   |
| DOT-5 | 5. Due to the preliminary nature of the information describing this project some items may not have been identified in this review. Significant mitigation measures while not identified at this point may be required as a condition of the encroachment permit for any work within the State Highway System. Detailed information such as complete engineering drawings, traffic studies, hydraulic calculations and environmental reports outlining impacts to environmental resources (biological, cultural, visual, etc.) within the state R/W may need to be identified, quantified and submitted for the Encroachment Permit review. These as well as other documents may need to be submitted and reviewed as part of the encroachment permit application before Caltrans can make a final determination as to the appropriateness of the mitigation measures within the State Highway System. The recommendations made in this |

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DRAFT ENVIRONMENTAL IMPACT REPORT – VENOCO ELLWOOD MARINE TERMINAL  
LEASE RENEWAL PROJECT – Strait

September 21, 2006

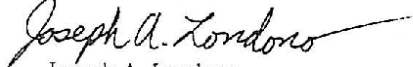
Page 2

DOT-5  
cont.

review should be considered preliminary and subject to change based on more detailed review of the applicants final engineered construction level plans, final engineered traffic studies and actual field review of the proposed project site. In all cases, any deviation Caltrans Design standards should not be considered to be a viable option until the applicant has been issued an approved exception to Design Standards.

Caltrans District 5 staff has been, and will continue to be, committed to working very closely with you to achieve a shared vision of how the transportation system should and can accommodate interregional and local travel. Please don't hesitate to call me at (805) 549-3615.

Sincerely,



Joseph A. Londono

District 5 Development Review Coordinator

cc: Jim McKrell (D5)  
Paul McClintic (D5)  
David M. Murray (D5)  
File

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**RESPONSE TO COMMENT SET 3: CALIFORNIA DEPARTMENT OF  
TRANSPORTATION**

1	DOT-1	The requested text about the worst case hourly truck traffic has been
2		added to Section 3.3.2
3	DOT-2	Caltrans has been added to the list of the required agency approvals,
4		page 3-9.
5	DOT-3	Text has been added to page 4-2 to clarify standards for State highway
6		facilities.
7	DOT-4	The Santa Barbara County Association of Governments significance
8		thresholds were applied to the Highway 101 segments affected by the
9		trucking alternative oil transportation scenario. The DOT significance
10		thresholds were added to the text and referenced. Potential Project and
11		alternative impacts remain less than significant under the DOT
12		significance thresholds following the implementation of the proposed
13		mitigation measures.
14	DOT-5	Text describing granting of an encroachment permit has been added to
15		the Pipeline Alternative impact discussion in Section 4.9 (Impact T-2).